

PUBLIC COMMENTS (PC)-E

PC-E1

From: Terri Epps [terriepps@gmail.com]
Sent: Friday, August 09, 2013 11:32 AM
To: Parsons, 405.Supplemental.Draft.EIR.EIS
Subject: Expansion of 405

I am a fifth generation Californian and have lived in College Park East for 27 years. I am opposed to any further expansion of the 405. It is time to use money and resources wisely to create a mass transit train through the 405 corridor. Yesterday I was on the freeway for 2 hours and noticed most of the cars had one driver. Round trip to LA and back costs about \$25, where as if there was a train, costs to get to work and back would be a great savings to my pocket book as well as a big help to the environment. All of these commuters would love a mass transit system where they could get to work without the worry of driving. The Fast Trak 110 toll lanes are a joke. They may create revenue but they certainly do not improve the traffic situation. As a matter of fact, during the mid-daytime hours, traffic is much worse. The 605/22/405 interchange already has 8-9 lanes in both directions. Making more lanes in this area will not improve the traffic as it eventually goes down to 5 lanes in both directions causing bottleneck problems when cars have to merge suddenly because lanes end. I oppose any toll roads in this area because the effect of increased traffic on our side streets is dangerous and it would "punish" the residents in this area who are surrounded by freeways. Build a train down the middle of the 405 and stop wasting our money and environment by widening the freeway every few years. We are at the maximum width now. We need to think ahead and prepare a better future for our kids.

Terri Epps
College Park East Resident

PC-E2

From: Angie Epstein [aepstein1@socal.rr.com]
Sent: Wednesday, July 17, 2013 3:46 PM
To: Parsons, 405.Supplemental.Draft.EIR.EIS
Subject: 405 Toll Road

Dear OCTA,
We as Taxpayers and citizens, do NOT WANT THE TOLL ROAD ON THE 405. We have already spoken and you need to clean up your pension situation and figure out your internal issues without asking the Tax payers who already paid for the construction of this freeway to pay to use it by building a toll road. This is absolutely the wrong thing to do. Every city along the proposed stretch of Hwy is against it. This is not supported by the people and this is not for the people, just your own pockets... It is disgusting to say the least. I am going to have our entire community get involved in this! Do not proceed against the votes of our cities!!!!

Sincerely,
Mrs. Angela Epstein
562/431-1594
Angie Epstein
aepstein1@socal.rr.com

PC-E3

From: Steve Erickson [joebruin72@earthlink.net]
Sent: Monday, August 12, 2013 5:50 PM
To: Parsons, 405.Supplemental.Draft.EIR.EIS
Subject: 405 Expansion Project

As long standing (30+ years) homeowners in Fountain Valley, we have serious concerns about the currently proposed braided on/off ramps for the northbound 405 expansion. Elevating the on/off ramps will obviously raise sound levels, increase night-time lights shining into our backyards and severely impact our property values, as well as our quality of life. It is our understanding that the southbound 405 expansion in our neighborhood has been rejected because of the impact on local businesses. Fountain Valley is almost entirely a residential community. The currently planned northbound expansion should also be rejected due to the inevitable impact on our homes and families.

Thank you for your attention to this serious matter.

Steve & Diane Erickson
9038 Wendy Circle
Fountain Valley, CA 92708

RESPONSE TO PUBLIC COMMENTS (PC)-E

Response to Comment Letter PC-E1

Comment PC-E1-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment is not specific to the new information and analysis presented within the Supplemental Draft EIR/EIS; however, your comments were addressed in Appendix R1 (Response to Comments on Draft EIR/EIS). You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Caltrans acknowledges your opposition to widening I-405. With respect to transit alternatives, please see Common Response – Elimination of Light-Rail Transit and Bus Rapid Transit Alternatives.

Comment PC-E1-2

The Express Lanes along I-110 in Los Angeles County are a demonstration program and will be fully evaluated at the end of the demonstration period. The I-110 project is different from Alternative 3 as proposed for the I-405 corridor in that the I-110 project did not add any new lanes to the freeway and Alternative 3 would add two lanes in each direction south of SR-22 and one lane in each direction north of SR-22 to I-605.

Comment PC-E1-3

With respect to a potential bottleneck where the proposed additional lanes on I-405 terminate in the SR-22/7th Street/I-605, please see Common Response – Traffic Flow at the Orange County/Los Angeles County. Caltrans acknowledges your opposition to tolling. Please see Common Response – Opposition to Tolling.

Response to Comment Letter PC-E2

Comment PC-E2-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment is not specific to the new information and analysis presented within the Supplemental Draft EIR/EIS; however, your comments were addressed in Appendix R1 (Response to Comments on Draft EIR/EIS). You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Common Response – Opposition to Tolling.

Response to Comment Letter PC-E3

Comment PC-E3-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment is not specific to the new information and analysis presented within the Supplemental Draft EIR/EIS; however, your comments were addressed in Appendix R1 (Response to Comments on Draft EIR/EIS). You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Common Response – Northbound Braided Ramps at the Magnolia/Warner Interchange, Noise/Noise Analysis, Property Values.

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